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申 請 日：西元 2010 年 01 月 26 日
Application Date Jan 26, 2010

申 請 案 號：099300330
Application No.

請 人：沛鑫能源科技股份有限公司
Applicant(s)

使用人 / 創作人：顏榮毅、楊宏彬
User / Creator(s)

局 長
Director General

王 美 花

西元 2010 年 02 月 23 日
Feb 23, 2010



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I, the undersigned, being an officer duly authorised in accordance with Section 62(3) of the Patents and Designs Act 1907, to sign and issue certificates on behalf of the Comptroller-General, hereby certify that annexed hereto is a true copy of documents as originally filed in connection with the patent application identified therein.

I further certify that pursuant to Section 22(1) of the Patents Act, 1977, the Comptroller has ordered prohibition of publication of the said specification.

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11 day of MARCH 1996

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01JUN95 E127346-1 001097
POL/7700 25.00

Your reference

PAT/VJR/94017J

9510892.4

Notes

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Request for grant of a Patent

Form 1/77

Patents Act 1977

① Title of invention

1 Please give the title of the invention

VTOL AIRCRAFT NOZZLE

② Applicant's details

First or only applicant

2a If you are applying as a corporate body please give:

Corporate name

ROLLS-ROYCE plc

Country (and State of incorporation, if appropriate)

2b If you are applying as an individual or one of a partnership please give in full:

Surname

Forenames

2c In all cases, please give the following details:

Address

ROLLS-ROYCE plc
65 BUCKINGHAM GATE
LONDON

UK postcode
(if applicable)

SW1E 6AT

Country

GREAT BRITAIN

ADP number
(if known)

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2d, 2e and 2f: If there are further applicants please provide details on a separate sheet of paper.

Second applicant (if any)

2d If you are applying as a corporate body, please give:
Corporate name

Country (and State
of incorporation, if
appropriate)

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2e If you are applying as an individual or one of a partnership please give in full:

Surname

Forenames

2f **In all cases**, please give the following details:

Address

UK postcode
(if applicable)

Country

ADP number
(if known)

③ An address for service in the United Kingdom must be supplied

Please mark correct box

3a Have you appointed an agent to deal with your application?

Yes No **go to 3b**

please give details below

Agent's name

V J BIRD
Agent's address

PATENTS DEPARTMENT
ROLLS-ROYCE plc
PO BOX 31
DERRY

Postcode DE24 8BJ

Agent's ADP
number

3b: If you have appointed an agent, all correspondence concerning your application will be sent to the agent's United Kingdom address.

3b If you have not appointed an agent please give a name and address in the United Kingdom to which all correspondence will be sent:

Name

Address

Postcode

ADP number
(if known)

Daytime telephone
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DEC 1990

④ Reference number

4 Agent's or applicant's reference number (if applicable)

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PAT/VJB/94017J

Please mark correct box

⑤ Claiming an earlier application date

5 Are you claiming that this application be treated as having been filed on the date of filing of an earlier application?

Yes No **go to 6**

please give details below

number of earlier application or patent number

filing date

(day month year)

and the Section of the Patents Act 1977 under which you are claiming:

15(4) (Divisional) 8(3) 12(6) 37(4)

Please mark correct box

⑥ Declaration of priority

6 If you are declaring priority from previous application(s), please give:

Country of filing	Priority application number (if known)	Filing date (day, month, year)

① If you are declaring priority from a PCT Application please enter 'PCT' as the country and enter the country code (for example, GB) as part of the application number.

Please give the date in all number format, for example, 31/05/90 for 31 May 1990.

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7 The answer must be 'No' if:
 ● any applicant is not an inventor
 ● there is an inventor who is not an applicant, or
 ● any applicant is a corporate body.

8 Please supply duplicates of claim(s), abstract, description and drawing(s).

Inventorship

7 Are you (the applicant or applicants) the sole inventor or the joint inventors?

Please mark correct box

Yes No → A Statement of Inventorship on Patents Form 7/77 will need to be filed (see Rule 15).

Checklist

8a Please fill in the number of sheets for each of the following types of document contained in this application.

Continuation sheets for this Patents Form 1/77 0

Claim(s)	2	Description	7
Abstract	1	Drawing(s)	4

8b Which of the following documents also accompanies the application?

Priority documents (please state how many) 0

Translation(s) of Priority documents (please state how many) 0

Patents Form 7/77 – Statement of Inventorship and Right to Grant (please state how many) 4

Patents Form 9/77 – Preliminary Examination/Search 1

Patents Form 10/77 – Request for Substantive Examination 1

Please mark correct box(es)

9 You or your appointed agent (see Rule 90 of the Patents Rules 1990) must sign this request.

Please sign here →

Request

I/We request the grant of a patent on the basis of this application.

Signed

Date 26 May 1993

AGENT FOR THE APPLICANT

A completed fee sheet should preferably accompany the fee.

Please return the completed form, attachments and duplicates where requested, together with the prescribed fee to:

The Comptroller
 The Patent Office
 State House
 66-71 High Holborn
 London
 WC1R 4TP

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30 MAY 1995

9510892.4

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When an application does not declare priority at all, or declares priority from an earlier UK application, sufficient additional copies of this form must be supplied to enable the Comptroller to send one to each inventor who is not an applicant.



Statement of inventorship and of right to grant of a Patent

Form 7/77

Patents Act 1977

① Application details

1a Please give the patent application number (if known):

1b Please give the full name(s) of the applicant(s):

ROLLS-ROYCE plc

② Title of invention

2 Please give the title of the invention:

VTOL AIRCRAFT NOZZLE

③ Derivation of right

3 Please state how the applicant(s) derive(s) the right to be granted a patent:

BY VIRTUE OF AN ASSIGNMENT DATED
26 MAY 1995

④ Declaration

4 I believe the person(s) named overleaf (and on any supplementary copies of this form) to be the inventor(s) of the invention for which the patent application has been made. I consent to the disclosure of the details contained in this form to each inventor named.

Please sign here →

Signed

V J BIRD
AGENT FOR THE APPLICANT

Date 26 May 1995
(day month year)

Please turn over →

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Please put the full name(s) and address(es) of the inventors in the boxes below.

Please underline the surnames or family names.

ROBERT CHARLES TONKS
36 WESTFIELD CLOSE
BRIDGWATER
SOMERSET
TA6 3RS

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~~SECRET~~

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BS12 1LT

ADP number (if known):

LESLIE RICHARD HARPER
ROSE COTTAGE
HAW LANE
OLVESTON
BRISTOL
BS12 3EG

ADP number (if known):

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Please give the names of any further inventors on the back of another form 7/77 and attach it to this form.

Reminder

Have you signed the declaration overleaf?

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CLASSIFICATION

DUPLICATE

VTOL AIRCRAFT NOZZLE

This invention relates to an airframe/nozzle arrangement for Vertical Take-Off and Landing (VTOL) or Vertical/Short Take-Off and Landing (V/STOL) aircraft.

In particular the invention is concerned with the integration of such a nozzle in a VTOL or V/STOL airframe having a dedicated propulsion system for generating vertical lift, for example, an airframe mounted lift fan or lift engine.

A basic requirement of any vertical lift system is the capability of the system to vector exhaust efflux. The degree of thrust vectoring required will usually depend upon the particular aircraft application, but in arrangements which utilise one or more dedicated lift units for vertical thrust there is usually a requirement to provide at least a 45 degree aft vectoring capability, this degree of thrust vectoring being necessary for the transition between forward and vertical flight. In a number of proposed arrangements the addition of a conventional vectorable nozzle at the nozzle exit provides the necessary thrust vectoring capability.

In VTOL aircraft arrangements which utilise dedicated airframe mounted lift devices such as lift fans or engines, there is often insufficient space between the lift fan or engine and the airframe structure to accommodate a conventional vectorable nozzle without first having to compromise nozzle design and vectoring range. One way around this problem has been to integrate the nozzle function into the airframe structure.

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In a known arrangement a dedicated lift unit, which may a lift fan or engine, is mounted vertically within a VTOL airframe. Intake doors are provided on the upper surface of the airframe to provide an air inlet, and a deflector door is hinged to the underside of the airframe to provide a gas stream exhaust efflux deflector. The lift unit is positioned directly above the deflector so that, in use, the exhaust efflux may be directed rearwards by selective movement of the door. Spillage of the impinging efflux is prevented by the provision of a pair of fixed parallel sidewalls which act to constrain the flow in the rearward direction of the door.

A drawback with this arrangement is that the deflector is limited to rearward vectoring. There is no provision for directing the exhaust efflux sideways for improved aircraft yaw control.

Accordingly, the present invention has for an objective improvements to the yaw control characteristics of VTOL type aircraft having dedicated lift devices in combination with deflector door type nozzles. In particular it is an object of the present invention to provide an airframe deflector door type nozzle which has both a rearward and sideward thrust vectoring capability.

According to the invention there is provided an airframe/nozzle arrangement for a VTOL or STOVL aircraft having an airframe mounted propulsive system for generating vertical lift, the arrangement comprising a hinged deflector door pivotally mounted on the underside of the airframe for exhaust efflux deflection, the deflector being provided with a pair of lateral sidewalls which are movable in the plane of the door to direct the efflux sideways for aircraft yaw control.

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Preferably the sidewalls are movable with respect to the deflector door. The sidewalls may be pivotally mounted with respect to the door and connected together for co-ordinated pivotal movement.

The sidewalls may each define one side of a movable yaw deflector pivotally mounted to the deflector door. The yaw deflector may comprise a tray type structure which lies flat against the deflector door for exhaust efflux impingement, or a hollow frame type structure which lies flat against the deflector door, the frame being hollow in the region of exhaust efflux impingement.

Alternatively the sidewalls may be pivotally mounted in spaced apart relation to opposing sides of the deflector door, and linked together by means of a connecting element to form a parallelogram type linkage for co-ordinated pivotal movement of the sidewalls. In addition the connecting element may lie within a channel formed in the door.

Preferably the downstream edge of the deflector is angled relative to the main region of the door, thereby to direct the exiting exhaust efflux further in the aftward direction of the airframe.

The invention will now be described in greater detail, by way of example only, with reference to the accompanying drawings, in which:

Figure 1 is a partial side view of VTOL airframe having a propulsive lift system in combination with a deflector door type nozzle of the present invention;

Figure 2 is a forward section view in the direction 1-1 of the nozzle arrangement shown in Figure 1;

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Figure 3 shows a nozzle arrangement according to a second embodiment of the invention, also in the forward direction 1-1 of Figure 1; and

Figure 4 shows a further alternative nozzle arrangement according to a third embodiment of the invention, again in the forward direction 1-1 of Figure 1.

With reference to Figure 1, a dedicated lift unit 10 is mounted vertically within a VTOL airframe 12 between an upper airframe surface 14 and a lower surface 16. In the example shown the lift unit 10 comprises a gas driven lift fan which is adapted to receive turbine exhaust gases diverted from the main aircraft propulsion system (not shown) along ducting 18 to drive an turbine integral with the fan. In use the lift fan receives air from an intake opening 20 formed in the upper aircraft surface by the selective deployment of airframe mounted intake doors (also not shown). Air entering the fan is first compressed then mixed with the diverted turbine gases driving the fan. The high pressure high temperature gases are then expanded through a discharge nozzle 22 prior to exiting the airframe through an opening 24 formed in the lower surface 16 by the selective deployment of a hinged airframe door 26.

The door 26 is hinged at the forward end of the opening 24 (to the left of the drawing in Figure 1) about an axis 28 perpendicular to the main longitudinal axis of the airframe. The door is selectively movable between a fully open position (as indicated by the dashed lines in Figure 1), and a closed position flush with the airframe surface 16. The door is movable by means of a pair of linear actuators 30. The actuators 30 are mounted on opposing sides of the opening opposite the hinge axis 28. Each actuator 30 is attached to the distal end of a bell

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SECURITY AGENCY

crank lever 32 extending from and integral with the door 26. In use energisation of the actuators 30 causes the door 26 to deploy to the vertical or dashed line position for vertical lift, or to some intermediate position (as indicated by the solid lines in Figure 1) for rearward vectoring of the lift fan efflux.

With reference to Figure 2, the door 26 further comprises an impingement tray type structure 34 pivotally mounted to the door at a single point 36. The tray 34 comprises a main body portion 38 for impingement of the gas stream efflux, and a pair of lateral sidewalls 40 to prevent spillage of the impinging gases. The tray is arranged to lie flat against the door so that the reaction loads created by the impinging gases are reacted directly by the door 26 and actuators 30. The sidewalls are joined at their downstream end by means of an additional sidewall or kicker plate member 42 which has the effect of causing additional aftward redirection of the impinging gas flow. The downstream sidewall 42 may be angled relative to the main impingement portion of the tray, or as in Figure 1 arranged perpendicularly.

A pair of linear actuators 44 are provided for moving the tray 34 in the plane of the door 26. The actuators are positioned on opposite sides of the door adjacent the sidewalls 40. At one end the actuators are hinged to the door 26 and at the other to lugs 46 integral with the sidewalls 40.

During operation synchronous movement of the actuators causes the tray and hence integral sidewalls 40 to move relative to the door. The tray is caused to move in the plane of the door about the pivot 36. This movement causes the thrust produced by the exiting gases to be directed sideways, as well as rearwards, for aircraft

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yaw control. Obviously the degree of yaw control will depend upon the positioning of the lift fan unit within the airframe structure, but for most applications it is intended that only a moderate sideways vectoring capability of +/- 10 degrees, for example, will be required for adequate control.

Figure 3 shows the same basic nozzle arrangement as Figure 2, but modified in accordance with a second embodiment of the invention, the same reference numerals being used for the same parts throughout. In Figure 3 the impingement tray 38 has been replaced by a lightweight movable frame 48. The frame comprises a pair of lateral sidewalls 50 which extend in spaced apart relation between an impingement region 51 of the door 26. The sidewalls are joined at one end by an upstream or forward triangular portion 52, and at the other by means of an arcuate downstream cross-member 54. The sidewalls 50 and triangular portion 52 are arranged to lie flat against the door surface whereas the cross-member 54 engages a correspondingly shaped arcuate guide channel 56 formed in the door surface. The cross-member may protrude outwards from the guide 56 to provide an additional downstream sidewall for additional rearward vectoring, or may lie flush with the guide to prevent further flow disturbance.

The frame is pivoted to a corresponding triangular portion 58 of a modified aircraft door 26 at apex 60. A pair of linear actuators 44 are provided, one on each side of the door, for moving the frame about its pivot location 60. The actuators are mounted in an identical manner to the actuators 44 in Figure 2 and may be operated in a similar manner to cause the lift fan exhaust efflux to be vectored sideways for aircraft yaw control.

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In Figure 4 the sideways vectoring function is provided by a pair of laterally spaced L-shaped sidewall elements 62, each pivotally mounted to the aircraft door 26 at a respective pivot location 63. The sidewalls are mounted to the door 26 at one end and connected to a common translatable link element 64 at the other. In combination the sidewalls 62 define two sides of a parallelogram linkage with the link 64 defining a third. The sidewalls 62 are mounted flush with the door surface so that the upstanding sidewall flanges of the L-shaped section elements extend perpendicular to the door. The interconnecting link 64 is arranged to lie within an oversized guide channel 66 formed in the downstream end of the door. The link may be dimensioned such that it provides an additional sidewall at the downstream end of the door for additional rearward vectoring.

One or more actuators (not shown) may be housed within the guide channel 66 for effecting movement of the linkage for sideways deflection of the impinging gas efflux. In a similar manner to the embodiment of Figure 3 this arrangement provides for the direct impingement of the lift fan efflux on the aircraft nozzle door. As in the Figure 3 embodiment this provides for both a lightweight and compact nozzle construction.

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CLAIMS

- 1 An airframe/nozzle arrangement for a VTOL or STOVL aircraft having a airframe mounted propulsive system for generating vertical lift, the arrangement comprising a hinged deflector door pivotally mounted on the underside of the airframe for exhaust efflux deflection, the deflector being provided with a pair of lateral sidewalls which are are movable in the plane of the door to direct the efflux sideways for aircraft yaw control.
- 2 An airframe/nozzle arrangement as claimed in claim 1 wherein the sidewalls are movable with respect to the deflector door.
- 3 An airframe/nozzle arrangement as claimed in claim 2 wherein the sidewalls are pivotally mounted with respect to the deflector door.
- 4 An airframe/nozzle arrangement as claimed in claim 3 wherein the sidewalls are connected for co-ordinated pivotal movement.
- 5 An airframe/nozzle arrangement as claimed in claim 4 wherein the sidewalls each define one side of a movable yaw deflector pivotally mounted to the deflector door.
- 6 An airframe/nozzle arrangement as claimed in claim 5 wherein the yaw deflector comprises a tray type structure which lies flat against the defector door for exhaust efflux impingement.
- 7 An airframe/nozzle arrangement as claimed in claim 6 wherein the yaw deflector comprises a hollow frame

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type structure which lies flat against the deflector door, the frame being hollow in the region of exhaust efflux impingement.

- 8 An airframe/nozzle arrangement as claimed in claim 7 wherein the sidewalls are joined at their respective downstream ends by a member which engages a guide formed in the deflector door.
- 9 An airframe/nozzle arrangement as claimed in claim 4 wherein the sidewalls are pivotally mounted in spaced apart relation to opposing sides of the deflector door, and are linked together by means of a connecting element to define a parallelogram type linkage for co-ordinated pivotal movement for aircraft yaw control.
- 10 An airframe/nozzle arrangement as claimed in claim 9 wherein the connecting element lies within a channel formed in the deflector door.
- 11 An airframe/nozzle arrangement as claimed in any preceding claim wherein the downstream edge of the deflector door is angled relative to the main region of the door to direct the exiting exhaust efflux further in the aftward direction of the airframe.
- 12 An airframe/nozzle arrangement substantially as hereinbefore described with reference to the accompanying drawings.

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ABSTRACT

VTOL AIRCRAFT NOZZLE

A nozzle arrangement for a VTOL or STOVL aircraft having an airframe mounted lift system comprises a hinged deflector door pivotally mounted on the underside of the airframe for exhaust efflux deflection. The door is movable about its axis to vector impinging exhaust gases rearwards during the transition between vertical and horizontal flight, and in addition comprises a pair of lateral sidewalls which are movable in the plane of the door to direct the exhaust efflux sideways for improved aircraft yaw control

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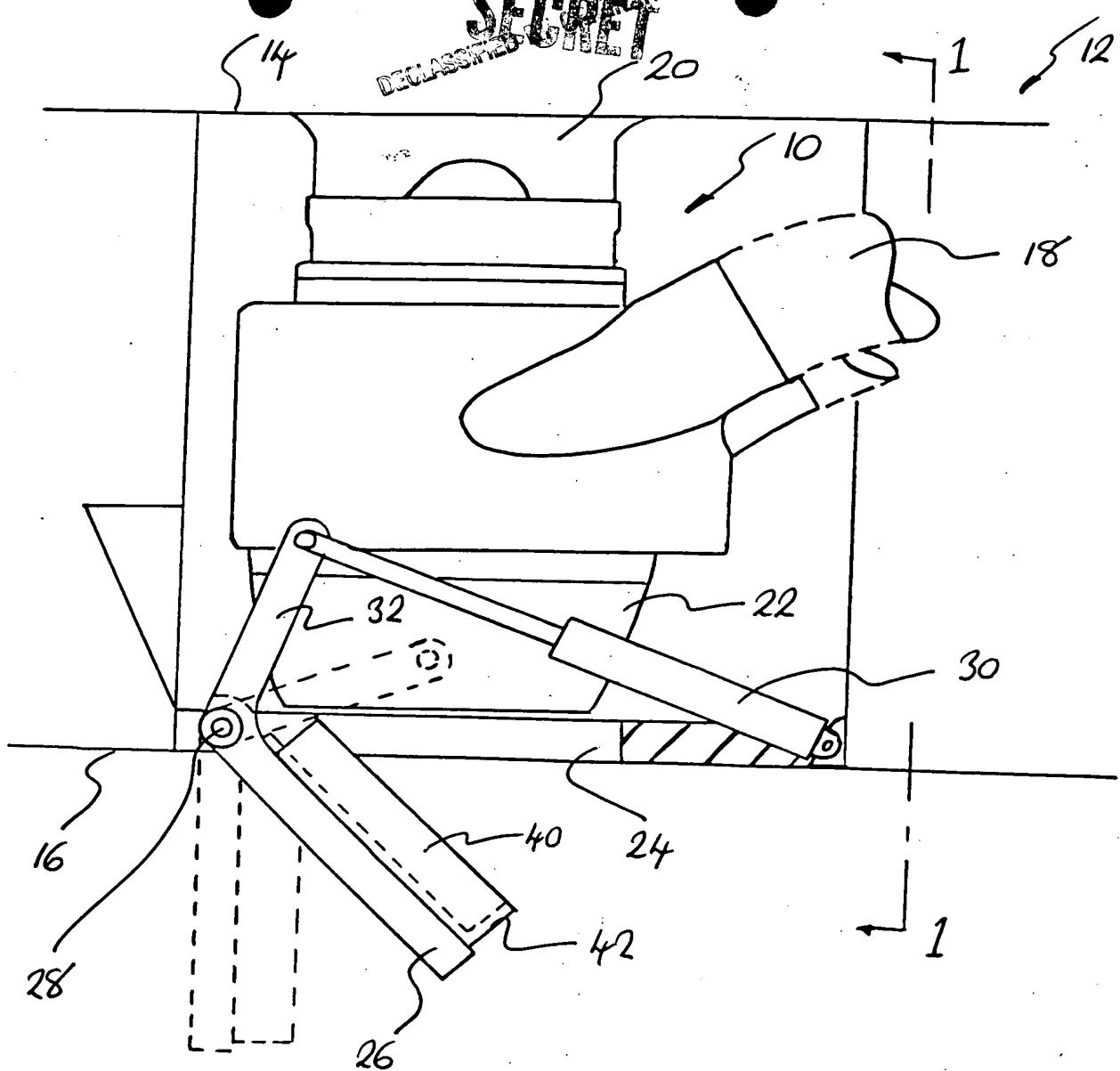


FIGURE 1

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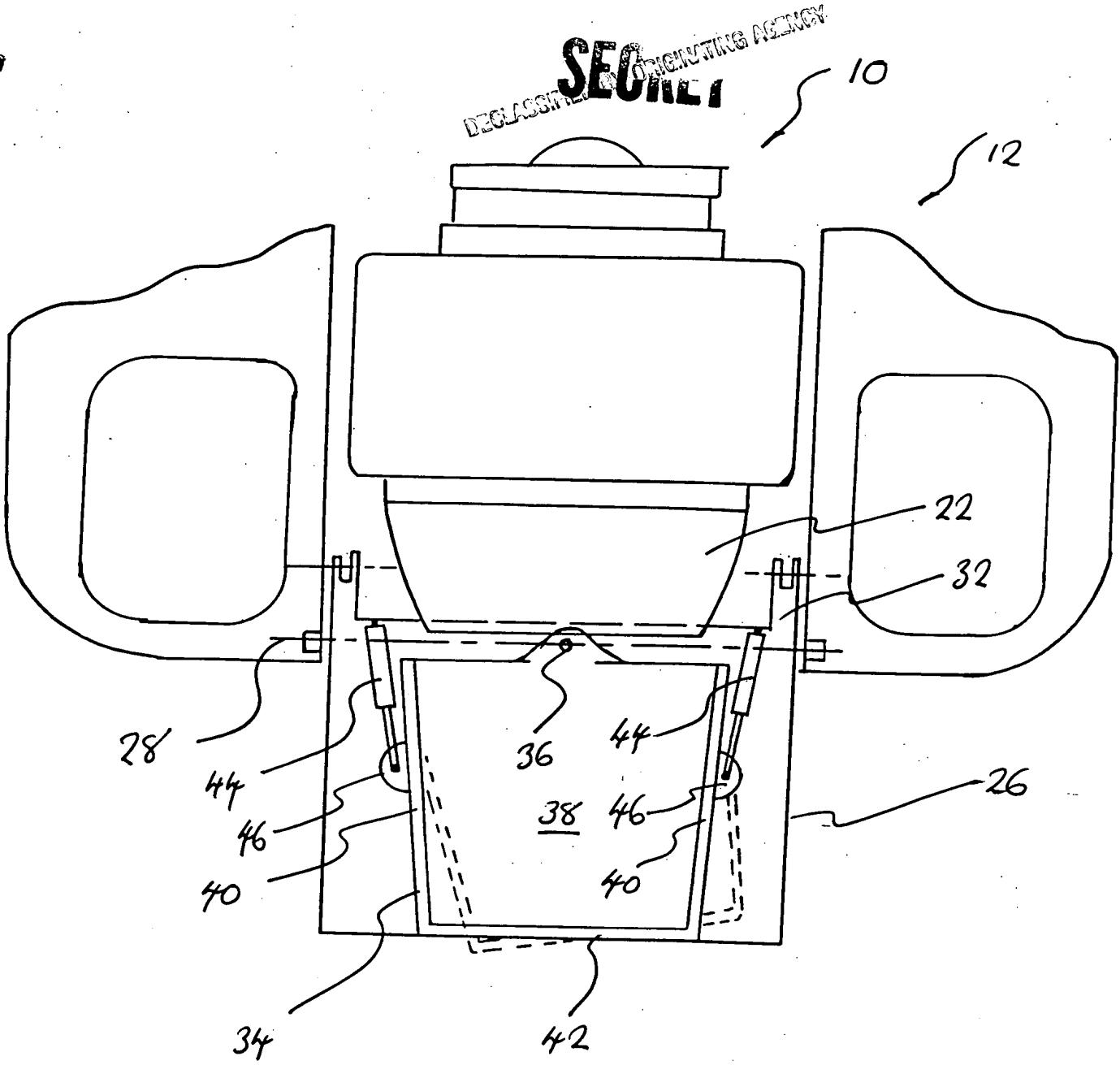


FIGURE 2

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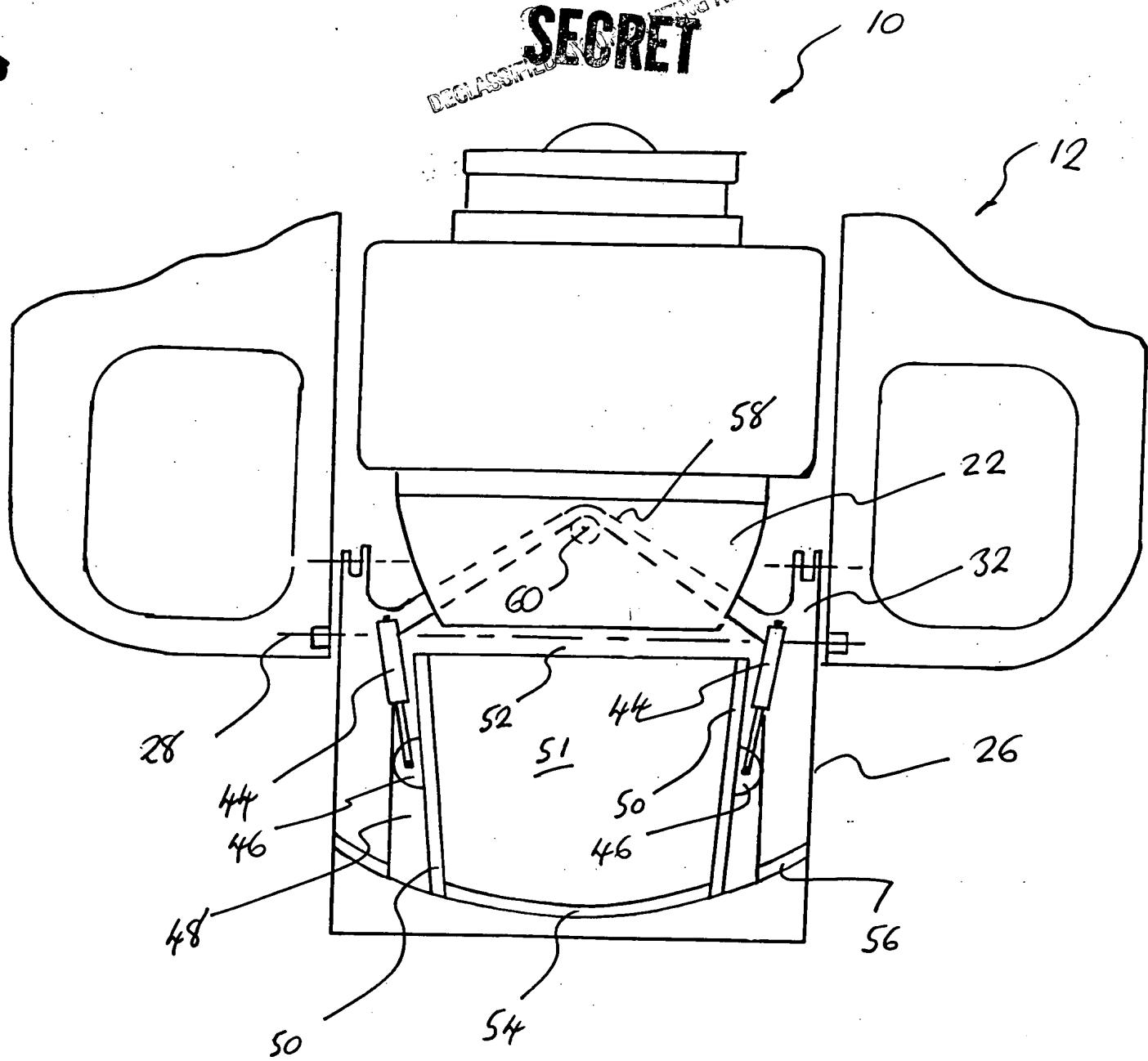


FIGURE 3

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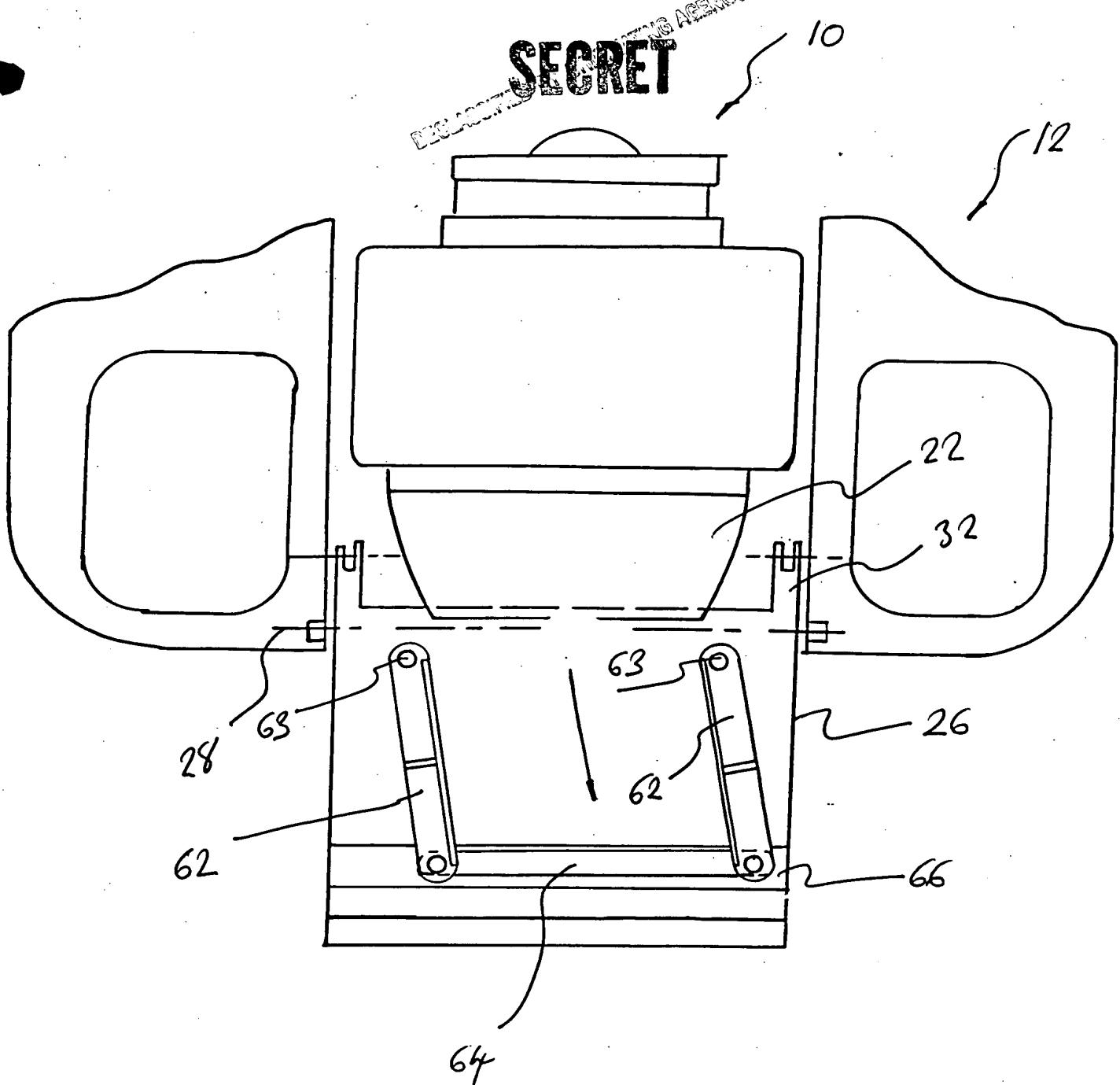


FIGURE 4

REF ID: A65797
SECRET

Relevant Technical fields

(i) UK CI (Edition N) B7G (GJVF, GJVX)

Search Examiner

TREVOR BERRY

(ii) Int CI (Edition 6) B64C, F02K

Date of Search

18 AUGUST 1995

Databases (see over)

(i) UK Patent Office

(ii) Online: WPI

Documents considered relevant following a search in respect of claims 1 to 12

Category (see over)	Identity of document and relevant passages	Relevant to claim(s)
X	GB 2230240 A (GEC)	1 to 3
X	GB 1184315 (GENERAL MOTORS)	1 to 4
A	GB 0878472 (ROLLS-ROYCE)	1